

**REMARKS**

Claim 4 has been amended so as to be internally consistent. Additionally, the tensioning of the drive cable by means of a spring as described on page 5 of the present application is now being claimed.

Claims 4, 7-11 and 14-16 have been rejected under 35 U.S.C. 102 over Staser and claims 12, 13, 17, and 18 under 35 U.S.C. 103 over Staser in view of the German patent to Hopper. Both of these rejections are respectfully traversed.

The present invention relates to a power window device for raising and lowering the window which is fitted on the lock of the motor vehicle door. The assembly comprises a vehicle door including an inner panel having a opposed vertical disposed edges, a window pane, a pair of pulleys, a window pane drive mechanism which moves the window pane between positions and a pair of rails disposed on opposite edges of the inner panel to guide the window pane as it is moved by the window drive mechanism. The window pane drive mechanism consists of a motor, two pulleys, a drive cable which traverses only two pulleys and optionally, a gear assembly. The claimed assembly is neither taught nor suggested by the prior art.

The Staser reference relates to an integrated roller cable assembly for an automotive vehicle door. In the construction of this reference, a window pane 10 is moved by an assembly composed of a vertical guide rail 18 supported by the automotive door, a bracket assembly 16 which is moved vertically on guide rail 18 by a cable 20 whose ends are attached to the bracket 16 with the cable guided over three rollers 22, 24 and 26 so as to run in a triangular loop. Rollers 22 and 24 are guide rollers that are part of an upper and lower roller assembly 28 and 32 disposed at the top and bottom of guide rail 18. The third roller 26 is a drive roller that is supported on the

vehicle door 12 in a housing 31 driven by an electric motor 32. See, e.g. column 2, lines 25 through 43. Guide rail 18 is unique and an essential part of the Staser mechanism which drives the window pane up and down.

It is thus apparent that the window pane drive mechanism of the present invention which consists of a motor, two pulleys, and a single drive cable traversing only those two pulleys, with optionally also containing a gear assembly, is not taught or suggested by Staser. The drive mechanism of the present invention does not include Staser's vertical guide rail 18.

With respect to claim 7 in this application, it is respectfully pointed out that the Staser pulleys do not have a shaft mounted to the inner panel of the vehicle door. Staser's roller assemblies 28 and 30 are held by guide rail 18.

The German patent to Hopper does not cure the basic deficiencies in Staser. It has been cited only to show a lock assembly interconnected to a drive mechanism. It is respectfully submitted not to be obvious to a person skilled in the art how to provide the Staser assembly interconnected with the lock assembly taught by Hopper. Staser's assembly is, as shown in Figure 1 of that patent, disposed centrally and spaced apart from rails 14 whereas in Hopper, the drive mechanism for the window raising mechanism and the raising mechanism itself is fixed on a support element near the single rail guide or a vertical extension of it.

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In light of the foregoing differences, it is respectfully submitted that the rejection should be withdrawn and all pending claims are in condition to be allowed. Accordingly, the early issuance of a Notice of Allowance is respectfully solicited.

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Respectfully submitted,

By Edward A. Meilman

Edward A. Meilman

Registration No.: 24,735

DICKSTEIN SHAPIRO MORIN &  
OSHINSKY LLP

1177 Avenue of the Americas

41st Floor

New York, New York 10036-2714

(212) 835-1400

Attorney for Applicant